

ATTN: Docket # FD 35952

May 31, 2016

Mr. Navecky
Surface Transportation Board
Docket No. FD 35952
395 E Street, SW
Washington, DC 20423-0001

Mr. Navecky,

After reviewing the available information about the proposed Great Lakes Basin (GLB) rail project, it is my opinion that the proposed GLB project has failed to sufficiently provide documentation that supports public convenience and necessity. Further more I believe that fast tracking this project and waiving the six month notification period was an error on the part of the STB. For the following reasons I respectfully request that the STB cease any further action on this project.

NEED

- The Chicago Region Environmental and Transportation Efficiency (CREATE) program - a collaboration between rail companies, local, state and federal government - is in the process of implementing physical and managerial improvements to make the rail system in Chicago more efficient in order to decrease delays. Letters from the Class I rail lines in response to the July 13, 2015 letter by the Chairman of the STB Daniel R. Elliot, II, indicate the CREATE project, although not completed, is improving the delays in Chicago.
- The GLB proposed project undermines and subverts the CREATE program.
- The GLB project is neither comprehensive, visionary, or collaborative. The proposed project is not part of any federal, state or local long-term freight plan. It is strictly a commercial venture by a for-profit company.
- There is no publicly available business plan for the proposed rail line to document public convenience, necessity or benefits.
- GLB documentation does not describe a need for the 50 foot utility easement (beyond stating that it is a potential revenue source), or the need for the proposed 15,000 acre Kankakee rail terminal, which is five times larger than the largest rail yard in the world. The Surface Transportation Board's (STB) jurisdiction to approve a utility corridor is also in question.
- Union Pacific and Norfolk-Southern have publicly stated that they are not interested in the proposed GLB project. Instead they prefer to work with the CREATE program in Chicago.
- Canadian National invested heavily in their own Chicago bypass by purchasing the Elgin, Joliet and Eastern Railway line and are therefore less likely to use the proposed GLB toll rail.
- The letter from Norfolk Southern Corporation's legal department (filed as EI-22974 under FD-35952) states that Norfolk-Southern does not have a non-disclosure agreement with GLB, nor is it interested in using the proposed rail. It also states that no information about current rail movements or traffic volumes was provided for the GLB project. This raises the question whether there are any "non-disclosure agreements" at all. It also makes one wonder about the market research that was done, or not done, for this project.
- Mr. John Yonan, P. E., Superintendent of the Cook County Department of Transportation and Highways writes the following in his letter to the STB; "*The proposed Great Lakes Basin Rail Line will, at best, only address a very small part of the region's freight congestion. Cook County's Department of Transportation and Highways is proceeding with a long range transportation plan and an analysis to identify and prioritize freight pinch points and possible solutions. Those studies will yield a more comprehensive range of projects to address freight congestion and promote development.*"

PUBLIC CONVENIENCE

- I find no evidence that the proposed GLB Chicago bypass has been identified as a solution to the Chicago bottleneck, a public convenience, or a national transportation priority (as Mr. Patton asserts). It is a business proposal by a for-profit company.
- Due to the fact that the route of the proposed rail will likely change (Mr. Patton's words) people in an area of over 32,220 square miles have lived in uncertainty about the future of their homes, farms and livelihood.
- The potential for unwanted rail - and the use of eminent domain - has increased stress for land and property owners.
- Farm fields divided by the proposed rail will be more difficult and dangerous (due to farm field crossings) to manage. Productivity of the land will decrease due to construction of the rail, odd shaped parcels and increased compaction. Costly irrigation and tiling infrastructure will be damaged and rendered useless.
- Government has spend millions of tax dollars preserving farmland, woodlands and promoting good agricultural practices. Farmers spend thousands of dollars on soil conservation practices. The proposed rail line is counter-productive to these efforts.
- Home and land owners near the proposed rail will see their home and land values reduced.
- GLB intends to be a toll railroad. Investors in this proposed project will have only their own financial interest in mind, not the public convenience.
- Opposition to the proposed project has been overwhelming, seven of eleven counties involved have passed resolutions opposing the GLB rail. Mr. Patton has stated that he will take land by eminent domain if the proposed project is approved.
- The loss of thousands of acres of prime farmland cannot possibly be considered a public convenience. Taking highly productive land out of production for a speculative for-profit project is not in the publics' best interest

The above provided information is what led me to the conclusion that the proposed GLB project is inconsistent with the public convenience and necessity. It was insufficiently vetted before starting the approval process. I respectfully request that the STB cease work on this project. Individually, or as part of a group, I will fight the GLB proposed plan using all options available, including Congress, my vote at the ballot box and the judicial system.

Signature

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Signature



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Mr. Navecky
Surface Transportation Board
Docket No. FD 35952
395 E Street, SW
Washington, DC 20423-0001

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Surface Transportation Board
Docket No. FD 35952
395 E Street, SW
Washington, DC 20423-0001

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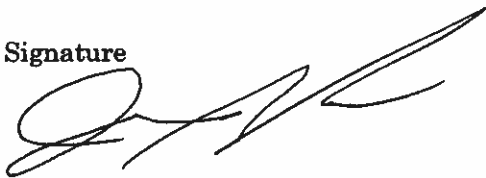
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Mr. Navecky
Surface Transportation Board
Docket No. FD 35952
395 E Street, SW
Washington, DC 20423-0001

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Signature

Marie S. Lorenz

Name

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4374 E 12000 N Rd

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Grant Park, IL

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IL 60940

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708-258-6409

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395 E Street, SW
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Signature

Gloria Schaafsma

Name

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815-465-6084

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NONE

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Signature 

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Phone 815-465-2249

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Mr. Navecky
Surface Transportation Board
Docket No. FD 35952
395 E Street, SW
Washington, DC 20423-0001

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395 E Street, SW
Washington, DC 20423-0001

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Signature 

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Signature

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Debbie Marcotte

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Signature *Garry Junker*

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Signature

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May 31, 2016

Mr. Navecky
Surface Transportation Board
Docket No. FD 35952
395 E Street, SW
Washington, DC 20423-0001

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Mr. Navecky
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Docket No. FD 35952
395 E Street, SW
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Signature



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Jared Hack

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Mr. Navecky
Surface Transportation Board
Docket No. FD 35952
395 E Street, SW
Washington, DC 20423-0001

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May 31, 2016

Mr. Navecky
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Docket No. FD 35952
395 E Street, SW
Washington, DC 20423-0001

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395 E Street, SW
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Signature



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Mr. Navecky
Surface Transportation Board
Docket No. FD 35952
395 E Street, SW
Washington, DC 20423-0001

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Signature

Betty Wolfe

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Washington, DC 20423-0001

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395 E Street, SW
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Name

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Phone

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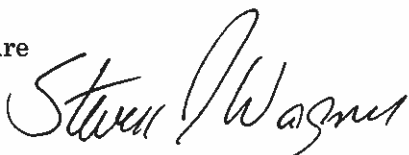
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395 E Street, SW
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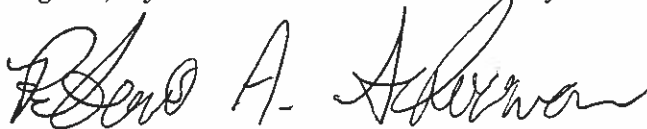
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Signature



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Mr. Navecky
Surface Transportation Board
Docket No. FD 35952
395 E Street, SW
Washington, DC 20423-0001

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Signature

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Signature



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Mr. Navecky
Surface Transportation Board
Docket No. FD 35952
395 E Street, SW
Washington, DC 20423-0001

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Mr. Navecky
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395 E Street, SW
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Surface Transportation Board
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395 E Street, SW
Washington, DC 20423-0001

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May 31, 2016

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Docket No. FD 35952
395 E Street, SW
Washington, DC 20423-0001

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Name

Ryan Kortge

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395 E Street, SW
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Signature



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Signature



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John Silcox

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Mr. Navecky
Surface Transportation Board
Docket No. FD 35952
395 E Street, SW
Washington, DC 20423-0001

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395 E Street, SW
Washington, DC 20423-0001

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Email aplukowski@gmail.com

May 31, 2016

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Surface Transportation Board
Docket No. FD 35952
395 E Street, SW
Washington, DC 20423-0001

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Mary Baudino

Name

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Address

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City

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IL 60481

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395 E Street, SW
Washington, DC 20423-0001

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395 E Street, SW
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Signature

Mardale Engleking

Name

MARDELE Engleking

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Mr. Navecky
Surface Transportation Board
Docket No. FD 35952
395 E Street, SW
Washington, DC 20423-0001

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Signature



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GREGORY WAIL

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IL 60940

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Email

Mr. Navecky
Surface Transportation Board
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395 E Street, SW
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Signature

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City *Becker*

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Phone *708-543-7669*

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Mr. Navecky
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395 E Street, SW
Washington, DC 20423-0001

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Signature Austin Charlier

Name Austin Charlier

Address 10509

City Grant Park

State and Zip IL 60940

Phone 815-922-7808

Email

May 31, 2016

Mr. Navecky
Surface Transportation Board
Docket No. FD 35952
395 E Street, SW
Washington, DC 20423-0001

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Signature *Allison Charlier*

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Address *10509 N. 12,000 E. Rd.*

City *Grant Park*

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Phone *815-592-0638*

Email *acharlier855@gmail.com*

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Surface Transportation Board
Docket No. FD 35952
395 E Street, SW
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Signature

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Robert Chesterfield

Robert Chesterfield

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RCHSTRFCOC@gmail.com

Mr. Navecky
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Docket No. FD 35952
395 E Street, SW
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Name Matthew Eckhoff
Address 305 Esson farm Rd
City Grant Park
State and Zip IL 60940
Phone 815-370-3759
Email mdeckhoff10@yahoo.com

May 31, 2016

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Surface Transportation Board
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395 E Street, SW
Washington, DC 20423-0001

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Signature

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Margaret Hamann

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Mr. Navecky
Surface Transportation Board
Docket No. FD 35952
395 E Street, SW
Washington, DC 20423-0001

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395 E Street, SW
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395 E Street, SW
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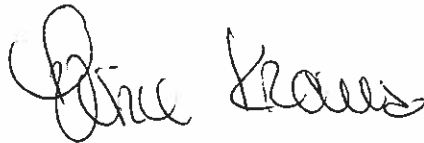
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Signature 

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May 31, 2016

Mr. Navecky
Surface Transportation Board
Docket No. FD 35952
395 E Street, SW
Washington, DC 20423-0001

Mr. Navecky,

After reviewing the available information about the proposed Great Lakes Basin (GLB) rail project, it is my opinion that the proposed GLB project has failed to sufficiently provide documentation that supports public convenience and necessity. Further more I believe that fast tracking this project and waiving the six month notification period was an error on the part of the STB. For the following reasons I respectfully request that the STB cease any further action on this project.

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Signature

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Mr. Navecky
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Docket No. FD 35952
395 E Street, SW
Washington, DC 20423-0001

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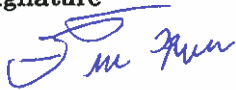
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Email tuker@gmail.com

Mr. Navecky
Surface Transportation Board
Docket No. FD 35952
395 E Street, SW
Washington, DC 20423-0001

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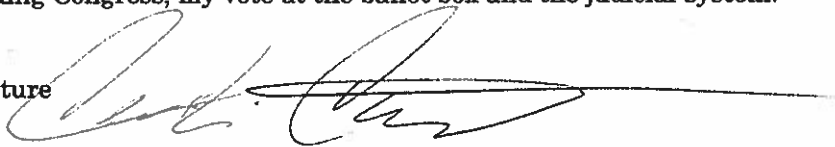
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Signature



Name *Cecilia ORTIZ-CARMEN*

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State and Zip *IL 60940*

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May 31, 2016

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Surface Transportation Board
Docket No. FD 35952
395 E Street, SW
Washington, DC 20423-0001

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James R Carmean

Name

JAMES R. CARMEAN

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Grant Park,

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IL 60946

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972-333-1454

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395 E Street, SW
Washington, DC 20423-0001

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Laura Conversa-Wail

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Laura Conversa-Wail

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Email

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395 E Street, SW
Washington, DC 20423-0001

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Signature 

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Mr. Navecky
Surface Transportation Board
Docket No. FD 35952
395 E Street, SW
Washington, DC 20423-0001

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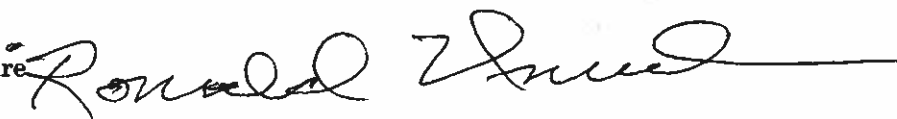
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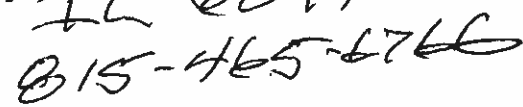
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Address 
City 
State and Zip 
Phone 
Email

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Surface Transportation Board
Docket No. FD 35952
395 E Street, SW
Washington, DC 20423-0001

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Signature

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Signature 

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Washington, DC 20423-0001

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Signature

Richard Novak

Name

Richard Novak

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9831 W. Prairie Trail

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Grant Park

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IL 60940

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rich0079@rocketmail.com

May 31, 2016

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Surface Transportation Board
Docket No. FD 35952
395 E Street, SW
Washington, DC 20423-0001

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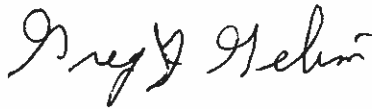
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Signature

Elaine Frahn

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City Grant Park -

State and Zip IL 60940

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Mr. Navecky
Surface Transportation Board
Docket No. FD 35952
395 E Street, SW
Washington, DC 20423-0001

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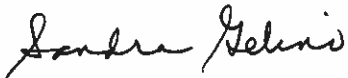
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395 E Street, SW
Washington, DC 20423-0001

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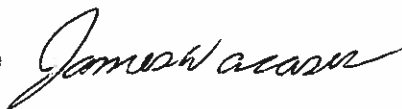
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Name James Wacaser

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City GRANT PARR

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Email JWacaser69@Gmail

May 31, 2016

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395 E Street, SW
Washington, DC 20423-0001

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Name

SHARLYN NOXAK

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City

GRANT PARK

State and Zip

IL 60040

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708-307-8307

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Sharlynsjust4fun@yahoo.com

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City

GRANT PARK

State and Zip

IL 60940

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City Grant Park

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Signature



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May 31, 2016

Mr. Navecky
Surface Transportation Board
Docket No. FD 35952
395 E Street, SW
Washington, DC 20423-0001

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Signature

Patricia D. Stone

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Patricia Stone

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395 E Street, SW
Washington, DC 20423-0001

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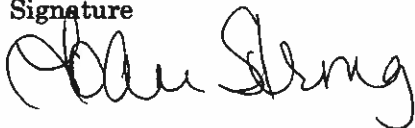
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Signature



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Mr. Navecky
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Docket No. FD 35952
395 E Street, SW
Washington, DC 20423-0001

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Signature

Ralph Wolter

Name

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ralphwolter@comcast.net

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Washington, DC 20423-0001

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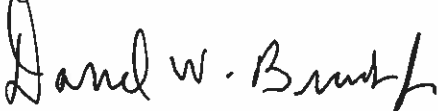
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Signature



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Mr. Navecky
Surface Transportation Board
Docket No. FD 35952
395 E Street, SW
Washington, DC 20423-0001

Mr. Navecky,

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Signature



Name

Address

City

State and Zip

Phone

Email

309 N. Luffin
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Surface Transportation Board
Docket No. FD 35952
395 E Street, SW
Washington, DC 20423-0001

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Signature



Name

CHRISTINE S. MEYER

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Mr. Navecky
Surface Transportation Board
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395 E Street, SW
Washington, DC 20423-0001

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Signature

Dorris L. Rouse

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Grant Park

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Surface Transportation Board
Docket No. FD 35952
395 E Street, SW
Washington, DC 20423-0001

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Signature

Josie Boicken

Name

Josie Boicken

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101 N. Griffin St.

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State and Zip

ILL 60940

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815-465-6247

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mjböicken@gmail.com

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395 E Street, SW
Washington, DC 20423-0001

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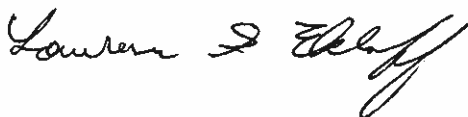
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Signature 

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City Grant Park

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Mr. Navecky
Surface Transportation Board
Docket No. FD 35952
395 E Street, SW
Washington, DC 20423-0001

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Signature

Marilynn Rademacher

Name

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Washington, DC 20423-0001

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Signature *Carol Doll*

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Phone *815-474-5682*

Email

Mr. Navecky
Surface Transportation Board
Docket No. FD 35952
395 E Street, SW
Washington, DC 20423-0001

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Signature



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Phone

815-465-6687

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Mr. Navecky
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Signature 

Name *Chris Lynch*
Address *2254 Crescent St*
City *Bourbonnais*
State and Zip *IL 60914*
Phone *815-341-9911*
Email

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Surface Transportation Board
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395 E Street, SW
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Signature

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Address *4036 N 8000 E Rd*

City *Morrence*

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Phone *815-472-3353*

Email *Lisa.Yohnka@gmail.com*

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395 E Street, SW
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Signature

Gene Rademacher

Name

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Address

10278 E 7000N, Rd,

City

Grand Park

State and Zip

IL. 60940

Phone

Email

May 31, 2016

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Surface Transportation Board
Docket No. FD 35952
395 E Street, SW
Washington, DC 20423-0001

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City Grant Park

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Email saltzmanart@gmail.com

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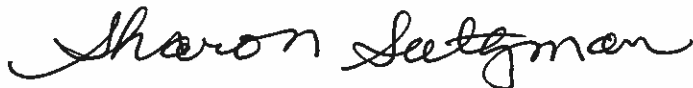
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Signature



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Mr. Navecky
Surface Transportation Board
Docket No. FD 35952
395 E Street, SW
Washington, DC 20423-0001

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Signature



Name

Gerald B. Boiten

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May 31, 2016

Mr. Navecky
Surface Transportation Board
Docket No. FD 35952
395 E Street, SW
Washington, DC 20423-0001

Mr. Navecky,

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Name 

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Email

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Surface Transportation Board
Docket No. FD 35952
395 E Street, SW
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Signature

Roberta Budimir

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May 31, 2016

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Docket No. FD 35952
395 E Street, SW
Washington, DC 20423-0001

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Signature

Alan Nourie

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Docket No. FD 35952
395 E Street, SW
Washington, DC 20423-0001

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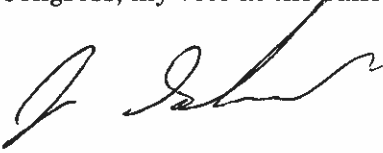
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Signature



Name

James Schneider

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11333 W 11000 E Rd

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IL 60940

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815 592 9282

Email

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395 E Street, SW
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Signature *Elizabeth R Fejes*

Name *Elizabeth R Fejes*

Address *12422 E 11750 N RD*

City *Sollitt*

State and Zip *IL, 60401*

Phone

Email *erfejes@icloud.com*

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Louis A. Fejes

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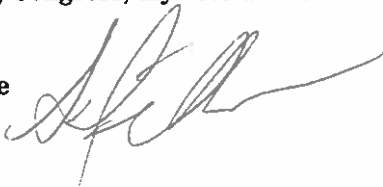
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Signature



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Mr. Navecky
Surface Transportation Board
Docket No. FD 35952
395 E Street, SW
Washington, DC 20423-0001

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Signature

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395 E Street, SW
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Signature

Barbara Parmely

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Elizabeth Flores

Name *Elizabeth Flores*

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City *Manteno, IL*

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395 E Street, SW
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Signature *Carol Issert*

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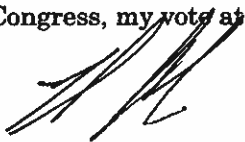
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Signature



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Mr. Navecky
Surface Transportation Board
Docket No. FD 35952
395 E Street, SW
Washington, DC 20423-0001

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Signature

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Mr. Navecky
Surface Transportation Board
Docket No. FD 35952
395 E Street, SW
Washington, DC 20423-0001

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Signature *Kathleen Schneider*

Name *Kathleen Schneider*

Address *1168 Park St.*

City *Park Forest,*

State and Zip *IL 60466*

Phone *708-966-9612*

Email

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395 E Street, SW
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Name *Greg Striter*
Address *8733 E. 6000 N. Rd.*
City *Grant Park*
State and Zip *IL, 60940*

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Docket No. FD 35952
395 E Street, SW
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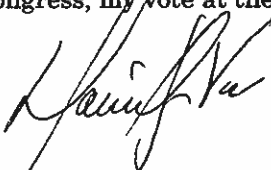
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DAVID VOSS

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Mr. Navecky
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Docket No. FD 35952
395 E Street, SW
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- GLB intends to be a toll railroad. Investors in this proposed project will have only their own financial interest in mind, not the public convenience.
- Opposition to the proposed project has been overwhelming, seven of eleven counties involved have passed resolutions opposing the GLB rail. Mr. Patton has stated that he will take land by eminent domain if the proposed project is approved.
- The loss of thousands of acres of prime farmland cannot possibly be considered a public convenience. Taking highly productive land out of production for a speculative for-profit project is not in the publics' best interest

The above provided information is what led me to the conclusion that the proposed GLB project is inconsistent with the public convenience and necessity. It was insufficiently vetted before starting the approval process. I respectfully request that the STB cease work on this project. Individually, or as part of a group, I will fight the GLB proposed plan using all options available, including Congress, my vote at the ballot box and the judicial system.

Signature 

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Mr. Navecky
Surface Transportation Board
Docket No. FD 35952
395 E Street, SW
Washington, DC 20423-0001

Mr. Navecky,

After reviewing the available information about the proposed Great Lakes Basin (GLB) rail project, it is my opinion that the proposed GLB project has failed to sufficiently provide documentation that supports public convenience and necessity. Further more I believe that fast tracking this project and waiving the six month notification period was an error on the part of the STB. For the following reasons I respectfully request that the STB cease any further action on this project.

NEED

- The Chicago Region Environmental and Transportation Efficiency (CREATE) program - a collaboration between rail companies, local, state and federal government - is in the process of implementing physical and managerial improvements to make the rail system in Chicago more efficient in order to decrease delays. Letters from the Class I rail lines in response to the July 13, 2015 letter by the Chairman of the STB Daniel R. Elliot, II, indicate the CREATE project, although not completed, is improving the delays in Chicago.
- The GLB proposed project undermines and subverts the CREATE program.
- The GLB project is neither comprehensive, visionary, or collaborative. The proposed project is not part of any federal, state or local long-term freight plan. It is strictly a commercial venture by a for-profit company.
- There is no publicly available business plan for the proposed rail line to document public convenience, necessity or benefits.
- GLB documentation does not describe a need for the 50 foot utility easement (beyond stating that it is a potential revenue source), or the need for the proposed 15,000 acre Kankakee rail terminal, which is five times larger than the largest rail yard in the world. The Surface Transportation Board's (STB) jurisdiction to approve a utility corridor is also in question.
- Union Pacific and Norfolk-Southern have publicly stated that they are not interested in the proposed GLB project. Instead they prefer to work with the CREATE program in Chicago.
- Canadian National invested heavily in their own Chicago bypass by purchasing the Elgin, Joliet and Eastern Railway line and are therefore less likely to use the proposed GLB toll rail.
- The letter from Norfolk Southern Corporation's legal department (filed as EI-22974 under FD-35952) states that Norfolk-Southern does not have a non-disclosure agreement with GLB, nor is it interested in using the proposed rail. It also states that no information about current rail movements or traffic volumes was provided for the GLB project. This raises the question whether there are any "non-disclosure agreements" at all. It also makes one wonder about the market research that was done, or not done, for this project.
- Mr. John Yonan, P. E., Superintendent of the Cook County Department of Transportation and Highways writes the following in his letter to the STB; "*The proposed Great Lakes Basin Rail Line will, at best, only address a very small part of the region's freight congestion. Cook County's Department of Transportation and Highways is proceeding with a long range transportation plan and an analysis to identify and prioritize freight pinch points and possible solutions. Those studies will yield a more comprehensive range of projects to address freight congestion and promote development.*"

PUBLIC CONVENIENCE

- I find no evidence that the proposed GLB Chicago bypass has been identified as a solution to the Chicago bottleneck, a public convenience, or a national transportation priority (as Mr. Patton asserts). It is a business proposal by a for-profit company.
- Due to the fact that the route of the proposed rail will likely change (Mr. Patton's words) people in an area of over 32,220 square miles have lived in uncertainty about the future of their homes, farms and livelihood.
- The potential for unwanted rail - and the use of eminent domain - has increased stress for land and property owners.
- Farm fields divided by the proposed rail will be more difficult and dangerous (due to farm field crossings) to manage. Productivity of the land will decrease due to construction of the rail, odd shaped parcels and increased compaction. Costly irrigation and tiling infrastructure will be damaged and rendered useless.
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Signature *Delbert Dummer*

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395 E Street, SW
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Signature

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Richard Corrao

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